To-Day's Evening World.

THE WORLD.

THE WORLD Is the PARAGON of Newspapers.

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NEW YORK, WEDNESDAY, APRIL 17, 1889.

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FIRE'S HAVOC

Two Scenes of Destruction in the Early Morning.

Panic and Hair's-Breadth Escapes in a Fine Flat House.

Allen Wardwell and His Daughter Nearly Suffocated.

A Factory Stored with Combustibles Burned to the Ground.

Fire caused destruction and fright in two parts of the city this morning.

At 2 o'clock the girl Nors, in the basement of the four-storied brown-stone flat at 102 West Fifty-fourth street, owned by James Ainsworth, was awakened by the smell of smoke. She got up, went out into the hall and saw smoke and flames creeping up the staircase,

She yelled "Fire!" and then with remarkable presence of mind rushed back to her bed and overed herself up with the clothes. She had to be dragged out by the firemen.

Mr. Allen Wardwell, brother of the late Prohibition candidate, lives on the second floor with his daughter. They were both awakened by Nora's yells and rushed to call each other.

The lower half of the stairway was wrapped i flames, but Miss Wardwell threw an afghan shawl over her wrapper and slid down the baluster through the smoke and flame. She was nearly suffocated and got her eyelashes singed. Mr. Wardwell made a big jump through the smoke and flame. The top floor was occupied by Policeman James G. Howe, his wife and two sons. They escaped on to the roof, as the flames and smoke made the lower floors of the house impassable.

Mr. Ainsworth and his wife had been roused by Mr. Wardwell and escaped, as they were on the first floor. Mrs. Ainsworth and Miss Wardwell stood on the steps and cried "Fire!"

The servant girl of the Wardwells, who was in a small room on the second floor in the rear of the house, was in great danger, as they could not make her, hear and the smoke and flames prevented their getting to her room.

Mr. Wardwell finally rung the bell which the butcher pulls every morning. That woke her, and then they raug the front-door bell. On attempting to answer that the girl discovered the fire and rushed back, put on a clean apron and excepted to the roof.

The engines came up and had the fire under control in about half an hour. Mr. Allen Wardwell, brother of the late Prohi-

The engines came up and had the fire under control in about half an hour. The loss of the Ainsworths is \$2,000, that of Mr. Wardwell \$400, while Policeman Howe, of the Third Precinct, suffered to the extent of

\$1,500.
The fire was caused by a defective fine in the adjoining house, No. 104. The fire eat through adjoining nouse, No. to the stairway.

The water did a good deal of the damage. The stairways are completely burned away and the house terribly blackened.

HARLEM'S BIG BLAZE.

THE BUFFALO SASH COMPANY'S FACTORY BURNED DOWN.

The large brick building on the corner of One Hundred and Twenty-fourth street and Ninth avenue, used as a manufactory by the Buffalo Sash and Door Company, was discovered to be on fire at about 1.30 o'clock this morning.

The building was stored with paint, varnish and well-seasoned iumber, and was a most dangerous one to fight. It was discovered by chance, for, as far as could be learned this morning, there was no night watchman on the premises at the time the fire broke out.

Daniel Provost, a conductor on the Tenth avenue cable road, was making his last trip before going home. It was about 1.40 o'clock and his car was going east, and as it neared the corner of Ninth avenue he saw clouds of smoke issuing from the basement of the structure.

He storged the car and ran to a liquor saloon on the corner of One Hundred and Twenty-lifth street, where the fire-alarm key was kept, and sent in an alarm.

Chief Reily was on the scene in a moment, and he saw at once that there was no time to be lost, so he sent another alarm, which was followed by a third. Twelve engines and six trucks responded, and, under the supervision of Chiefs Reily, McCabe and Reeves, the men went to work. and well-seasoned lumber, and was a most dan-

ork.
Some idea of the rapidity with which the smes spread may be gathered from the fact at when the firemen arrived on the third arm, less than fifteen minutes after the fire was scovered, the building was a seething mass of

fire.

The building was a five-story brick structure, extending about fifty feet on Ninth avenue and 100 feet on One Hundred and Twenty-fourth street. It was stocked with dangerous combustibles and the neighbors have been expecting a

tibles and the neighbors have been expecting a fire for a long time.

Telegraph lines to Albany and Buffale that were strong on poles running along Ninth avenue were melted and fell to the ground, and for a short time the movements of the firemen were greatly impeded.

The fire was so hot that the firemen were unable to enter the building, and their work had to be done from the outside.

Beveral windows of the Morningside flat, on an opposite corner, were cracked by the heat.

and the people living there were excited.

There are over forty families in the buildings and they were greatly alarmed, but the good work of the firemen and police prevented any

banic.

By this time the walls were in a dangerous condition. The walls on all sides, save the rear, had begun falling down in chunks. The rear wall remained solid and firm until nearly 3 o'clock, when, with a mighty rush, it came down in one mans, striking the rear of Allen's house, and crushing the stable into splinters.

splinters.

After that the fire began to smoulder, occasionally breaking into a blaze. The building and stock was totally destroyed. The heat was so intense that the heavy iron pillars supporting the floors were excelled.

the floors were cracked.

The building was owned by the Buffalo Last and Blind Company, and is insured for \$40,000; the stock was also insured for \$20,000, making a total of \$60,000. Allen had \$1,000 insurance on his shanties and cows. The total loss is estimated at \$100,000.

How the fire originated is a mystery, but the theory is that it was caused by spontaneous combustion.

Says the Whyo Robbed Him. Daniel Bullivan, of 147 Hester street, alleged by the police to be a noted member of the Whyo gang, was arrested and positively identified at Essex Market Court to-day by Farmer Adam Kernshock, of White Plains, as having knocked down and robbed the latter on Canal street Sat-urday night. Sullivan was held.

Jersey's Fire Board Clerk Dead. John P. Van Alst, ir., Clerk of the Jersey City Fire Board since 1880, died very suddenly this morning at his residence, 11 Forrest street, Jersey City. His death is attributed to heart failure. He was forty-nine years old and leaves a wife and six children.

GEN. TRACY'S HORSES SOLD.

FINE COLLECTION, SURROUNDED BY MANY EAGER PURCHASERS.

There was a large collection of finely bred trotting and breeding horses at the American Institute Building this morning. The horses belonged to Gen. B. F. Tracy? Secretary of the Navy. and his son, Frank B. Tracy, and were offered for sale because of the

General's appointment to the Cabinet, which

will prevent him from devoting sufficient time to his stock-farm, the Marshland Stud, in Tioga County, near Oswego. The collection consisted of about one hundred stallions, blood mares, colts, geldings and fillies, including Mambrino Dudley, a stallion with a record of 2, 19%, made at Narragausett

nilies, including Mambrino Dudley, a stallion with a record of 2.18%, made at Narragansett Park in 1887. The horse is the father of many of the promising colts on the eatalogue. His sire is Woodford Mambrino, by Mambrino Chief. His dam was Sue Dudley, by Edwin Forrest.

The noted stallion attracted much attention before the sale, and was brought out of his stall and exhibited in the ring.

The sale attracted a large number of lovers of good horseflesh, Gen. Tracy was present and talked horse with his friends. Frank Tracy was also on hand and pointed out the merits of some of the horses to be sold.

Among those about the anctioneer's stand were Robert Steel, of Philadelphia. John Shults, of Brooklyn; E. E. Bergen, of Newark; A. B. Darling, of the Fifth Avenue Hotel; A. A. Bonner. Robert Bonner, Fred Akers, J. Ferguson, Gabe Case, E. G. Doodlitle, of Connecticut; Charles Rearney, C. A. Bush and Charles Wilcox, of Hace, N. Y.

The first horse sold was Astoria, a brown filly, three years old, by Kentucky Wilkes (2, 21%) and Truant.

The tilly took a record of 2.40% at the New York Breeders' Meeting at Buffalo last September.

The sale started at \$1,000, and was increased.

The filly took a record of 2.40% at the New York Breeders' Meeting at Buffalo last September.

The sale started at\$1,000, and was increased to \$3,000, when the filly was sold to F. Gerken, of New York.

Basque, a bay filly by Kentucky Wilkes and Truant, was bought by Bobert Steel, of Philadelphia for \$1,100.

When Mambrino Dudley was brought out the bidders pressed closely around the stand. The stalling started at \$2,000. The bids went up in \$100 jumps to \$5,000 and lingered there for several minutes.

Liere was a fresh start, and the bidding quickly ran the price up to \$6,000. George Scattergood, of Philadelphis, spoke those figures and secured the horse. He also bought the bay mare Argo, eight years old, by Electioneer, he by Rysdyk's Hambletonian and American Girl, for \$2,300. Electioneer is the sire of several fast trotters, including Manzanita, 2.16, and Artless, 2.16½.

Fenela, a five-year-old bay mare, by Electioneer and Fidelis, by Volunteer, was sold to A. B. Darling for \$2,500. Volunteer, the sire of Fidelia, Fenela's dam, was the sire of St. Julien (2,114) and a number of other fast steppers.

J. W. Daly, of Mount Kisco, bought a yearling. Crafty, by Kentucky Wilkes (2,2154), and Argo, paying \$850 for the solt.

Cheltenham, a bay stallion, five years old, walked lame when he was brought on the track, He was slightly injured in transportation, and was withdrawn by Gen. Tracy.

Bolivia, a brown filly, two years old, by Kentucky Prince and Vivian, were bought for the Speedwell Farm, Pa., for \$1,150.

J. H. Shults bid \$3,100 for Hildegarde, a brown mare nine years old, who was the dam of Cheltenham, with a racerd of 2,28. Hildegarde is by Willes and Vivian, for \$600: Truant the light of the speedwell Farm, Pa., for \$1,150.

arde is by Willis risity Clay, \$.28, and Trou-olesome, 2.254.

He also bought Content, a yearling by Ken-ucky Wilkes and Vivian, for \$600; Truant, the lam of several of the most promising youngsters in the catalogue, for \$2.200, and Chemise, a earling by Kentucky Wilkes and Hildegarde, or \$2.2

for 62, 2 •

E. J. Le, of New York, bought a two-yearold filly, Beatitude, by Mambrino Dudley and
Hilderarde, for \$1, 225.

B. McMilian, of New York, bought Oracle, an
eight-year-old maye, for \$1, 025. A Three-yearold, Actress, by Kentucky Prince, was sold to
W. N. Peet, of Brooklyn, for \$9.75, and Bowling
Green, a two-year-old, by Mambrino Dudley
and Alene, to William Reed, of New York, for
\$57.5. The brood mare Alene, by Willis's Henry Clay, was sold with her young colt to George Scattergood for \$1,300.

THE ASSOCIATION SEASON.

CHAMPIONSHIP WORK FOR EIGHT GOOD CLUBS BEGINS TO-DAY.

The American Association season opens to

From this time until Oct. 14, when the seaso closes, the baseball representatives of Brooklyn Philadelphia (Athletics), St. Louis, Louisville Columbus, Kansas City, Cincinnati and Baltinore will be in the heat of the championship

struggle.
It is to be a more than ordinarily spirited conest. The club which wins will, indeed, be the best one and well worthy the honor of flying the pennant.
THE EVENING WORLD shouts for Brooklyn and hopes that the Bridegrooms may wip.
The promise of the preliminary season on the part of President Byrne's pets gives good ground for the belief that these hopes may be calized.

With the Association pennant in Brooklyn and all the rest of the championship flags in New tork, baseball honors will be centred as they

should.

To-day's schedule is this: Brooklyns at Philadelphia; Columbus at Baltimore; St. Louis at Cincinnati; Kansas City at Lousville.

UTILIZING OFFICE-SEEKERS. The Business-Like Scheme of Long-Headed

WASHINGTON, D. C., April 17.—Senator Cul-lum is a very fair sample of the business-like Western man and one of his latest achievements will be understood and appreciated by those

will be understood and appreciated by those who know him.

The Republicans of the five Democratic Congressional Districts of Illinois are represented here by him, and he has been hustling since Nov. d. to keep up with his correspondence.

His secretaries have been working eighteen hours on the stretch, and he worked all the time. When the 4th of March came he seized upon several Illinois office-seekers and set them at work on his correspondence, writing letters, fixing up petitions and preparing applications for fifices for the departments.

It was a good test of sincerity. Those who were dawdlers sickened and dropped out, but the gritty ones stuck to it.

For a full month four of them hung on until the work was up.

Then the Senator relented and mesmerized three or four Cabinet officers, while he put the workers where they would get the most good.

"Charity" sends \$2 for Lizzie Dowd, who lost her pocketbook containing the money for her mother's funeral. As before stated in The Evening World. Miss Dowd subsequently recovered her last property, though she is still in sore need of assistance. The \$2 will be held subject to orders for a day or two, and if its return is not desired, will be given to the destitute girl.

Baseball To-Day. ASSOCIATION CHAMPIONSHIPS. Brooklyns-Athletics, Philadelphia. Columbus at Baltimore. St. Louis at Cincinnati. Kansas City at Louisville.

EXHIBITION. Toronto at Pittsburg. Yale with New York. Toledo at Indianapolia. Chicago-All-America. Cleveland. Boston at Newark.

COFFINS. HOPE VANISHING. FALLING POLES. A

cession of Oklahoma Boomere.

Move from Caldwell on Friday.

Soldiers Will Hold Them on the Line Until Noon of April 22.

CALDWELL, Kan., April 17.—Here at Caldwell, which has from the first contained the most vehement boomers and the bitterest of their foes, the cattlemen, are certainly what might be called the Western contingent of the boomers

Their number it is difficult to state, scattered as they are through the valleys for ten miles on each side of the place, but it is estimated from

2,000 to 5,000. Their objective point is the country around Kingfisher, the western Land Office, which is eached from here by the old Caldwell train. The Bock Island has built a road twenty miles

outh to Pond Creek. The remainder of the distance, sixty miles, they will stage.

The number of boomers is constantly ineased by new arrivals, and representatives are

to be found from every State. Many have with them their wives and famiies, and what hardships these may suffer can

the imagined.

The majority are very poor, and have only a vague idea of their journey's object.

One man has in his wagon a stock of groceries, another of drugs. In half a dozen wagon are coffins—plain, untrimmed, unvarnished boxes—for which the dealer evidently thinks there may be a good demand.

are coming-plain, and the boxes—for which the dealer evidently thinks there may be a good demand.

A banker, H. W. Lewis, says that a number of persons fresh from the East have deposited their wills, valuables or sums of money in his inatitution, to be forwarded to relatives in case of their failure to return.

A party of 'cyclists are camped near Hunnewell. They are young men, bent mostly on seeing the movements.

Among the number is an English gentleman calling himself Lord Harris.

Capt. Woodson will start with the settlers for the northern border of Oklahoma, Friday, April 19, with his company of soldiers. He will lead not less than 1,000 wagons down the trail and hold them in check upon the line until noon of the 22d. hold them in check upon the line until noon of the 22d.

Capt. Hall, of C Troop, will assist him in guarding the crossings of the Cimarron.

The officers think that the journey can be made in three days.

Last night a train of twenty-nine wagons broke across the line, and the soldiers are now upon their trail.

Lient, Jenkins has just returned from Kingfisher, where he found a party of boomers had taken up claims and constructed dugonts. The improvements were torn down, the men themselves photographed by an artist in the Government Survayor's corps, their names taken and they themselves brought back to the Kansas line.

COL. GRANT OFF FOR VIENNA

DUKE AND DUCHESS OF SUTHERLAND ALSO SAILED TO-DAY.

Col. Fred Grant, the newly appointed Minister to Vienna, sailed for Europe on the steamship Alier, for Bremen, to-day. He was accom-panied by his wife and family and his mother,

On the same steamer was Herman Oelrichs, whose practical joke in inviting his friends to a dinner on the Aller when she will be about 1,300 miles from New York, has caused considerable laughter in clubdom.

The other passengers included Albert G. Porter, United States Minister to Italy, and Baron and Baroness Roeder.

The Duke and Duchess of Sutherland sailed to-day on the new Inman steamship City of Paris.

A cigar box bearing the superscription that it contained 6,000 francs worth of diamonds and addressed to Heilbrunn & Blank is a puzzler to the Custom-House officials. When opened it was found to contain no disnonds and to be full of cotton wadding. Heilbrunn & Co. say the diamonds were accidentally omitted on the

Substantial Charity for the Davals. "A. H. W." sends \$10 in aid of the Duval family, and "Pearl" \$1 for the same worthy purpose. The Duvals have been plunged into great distress by the loss of their little daughter Louise, in addition to which they were dispos-sessed for non-payment of rent.

The Quetations.

H	Control of the Contro	Open.	High.	Lone,
1	American Cotton Oil	50%	56%	56
	Atch., Top, & Sante Fe	215	4114	4074
4	Brunswick Land	350	26.14	2117
d	Cameron Coal		177529	339
1	Canada Southern	5296	0298	5934
1	Chesapeake & Ohio	1634	17	16%
1	Chicago Gas Trust	4194	4996	49
1	Chic., Burl. & Quiner		.04%	9334
1	Corcago & Northwest	1054	105%	105%
1	Chicago, Mil. & St. Paul	1044	15514	10414
1	Chicago, Mil. & St. Paul ofd Chicago, Rock Island & Pacific	9214	104%	10476
	Chicago, Rock Island & Pacine	21	27.70	97
1	Col. & Hocking Val ey	31	51	3.1
1	Colorado Coal & Iron	RHM	RHM	8816
1	Consolidated Gas	1369	1364	1883
1	Del., Lack, & Western E. Teun., Va. & Ga. 2d pfd	211	13098	2114
0	Linois Central	Tite	112	1717
ď	Lake Shore	1115	103	100%
	Lake Store.	1814	THIS	1897
	Lake Erie & Western pfd	BN.	58	ATIZ
4	Louisville & Nashville	6414	6514	6432
Н	Manhattan Consol	98	100	98
	Mampeis & Charleston	6314	#334	0334
	Mil., L. S. & Western	8496	844	8446
ï	Mil., L. S. & Western pfd	11114	1111%	11134
4	Missouri Pacific	133129	6014	(1956)
	National Lead Trust	2237	2:27	22
	Nach., Chatt & St. Louis	0237	8234	0134
	New Jorsey Central	11544	11544	00040
	N. Y. & New England	3272	2212	4012
ı	N. Y., Lake Erie & Western	6894	EHAZ.	27.23
	N. Y. Lake Erie & Western pfd N. Y. Husq. & Western pfd	32	0094	9324
	Norfolk & Western pfd	55	22	88
	Northern Pacific	2514	8552	57,12
	Northern Pacific p'd	61	61	60%
	Or Railway & Naviga	8944	8016	N534
5	Or. Railway & Naviga Oregon Transcontinental	3012	31%	3012
	Oregon Improvement	45	45	45
	Oregon Short Line	431	43	43
	Pipe Line certificates	8734	87%	86%
V.	Philadelphia & Reading	4516	45%	5476
	Philadelphia Gas	85	8716	85
	Pullman Palace Car Co	1824	185%	182%
	Rich & W. Point Ter	25%	25%	25%
	Rich. & W. Point Ter. pfd	7,434	7994	7,779
	St. Paul & Omaha pfd	91	91	91
ř.	St. Paul, Minn & Manitoba St Louis & San Fran pfd	5375	600	5036
d	St Louis & Ban Fran Did.		0004	111154
	Texas Pacific		7 974	10%
ľ	Union Pacific		61	80%
ď	Union Pacific Wabash, St. L. & Pacific	13	13	1.3
ø	Wabaab, St. L. & Pacific prd	25%	2534	2544
	Western Union Telegraph	85	85	845
	Wheeling & Lake Erie	66%	66%	60%
g	*Fr dividend		200	

"Hints on Housefurnishing," "Hints on Housefurnishing;"
The above is the title of a near gamphies published by T. Kelly, 263 6th ave., near 17th st. It is sent free to any address on receipt of postal. Those about to furnish or rearrange their hence about out fail to send for a copy. We do not know so another house in this city or elsawhere the chamber saids, to ding-beds, aidebeards and the disting-room furniture. This house sells the entire product of the Mutual Furniture and Manufacturing Company. The Carpet Department is large and well assorted with all grades, from ingrains to moquettes. Accounts are opened with those dearing a line of credit without extra charge. This is the only house that will sell at each prices and offer the above inducement. We recommend our readers to pay a visit te this mammoth establishment before going elsewhere.

They Will Figure in a Long Pro- The Denmark Arrives Without News | Mayor Grant's Work of Clearing the of the Danmark.

Thousands of Would-Be Settlers to She Was Thought to Have Been Sunk by Two Gangs of the City's Workmen Fell- This Morning's Splendid Deed of a Penn-

Capt. Rigby Reports Dangerous Seas for the Past Week or More.

The National line freight steamer Denmark. about whose safety there has been much appre

hension, arrived to-day. It was hoped and feared that the Denmark's delay had been occasioned through her having been the rescuer of the 721 people on board the Danmark of the Thingvalla line, the deserted hulk of which was seen by the City of Chester,

in mid-ocean, April 8. But Capt. Rigby, of the Denmark, was only surprised when asked about the Danmark. He had heard and seen nothing of the Danish steamer, and the theory that by a singular coincidence the Danmark and Denmark had met in collision was spoiled.

Capt. Rigby reports having encountered heavy seas for the past week, and there is a gale blowing outside now.

The Denmark has been seventeen days at sea,

seas for the past week, and there is a gale blowing outside now.

The Denmark has been seventeen days at sea, the trip usually making in fourteen or fifteen days. The steamer is all right and tight, and all on board are well.

One by one the hopes of the friends of the passengers on the Danmark are being ruthlessiy dashed to the ground, and the feeling that they have all gone down to watery graves is growing.

It is now nine days since the deserted Danmark was sighted by the City of Chester, and it would seem that if her people had been taken off or rescued by a passing vessel, even a sailing vessel, some news would have reached this port and Copenhagen ere this.

The Danmark when sighted was only a few days sail from the fishing banks off Newfoundland, and a sailing vessel would have naturally put into the nearest port.

To add to the doubtfulness of the theory that the wrecked people of the Danmark were picked up by a sailing vessel, is the fact that no such vessel is unreported from that section.

The daily arriving ships at every port in America and Europe are eagerly questioned for news of the Danmark, but no news is brought by any of them.

In spite of these facts, at the office of Funch, Edye & Co., the agents of the steamer, it is denied that all hope has been abandoned and the utmost confidence in the safety of the passengers and crew is expressed, and a multitude of reasons are given why no news has been received from the Danmark.

They say that it is now among the settled probabilities that the people of the Danmark wore taken off by a sailing vessel. There was a chain cable hanging over the Danmark's bow when seen by the City of Chester, inle days ago, clearly indicating that she had been in tow of some other vessel. Bee was threa-quarters of the way over from England to the Rawfoundard and the could be a sailing vessel when a seen by the could not leave a Baltic port without life-preservers. The law in the Norseland is very strict on that point.

The city of Richmond, from Liverpool, and the Tower

rescuing steamer or sailing vessel, and they re-mark that none of those boats have been seen by

mark that none of those boats nave been seen of any ship.

Some excitement was created this morning by the rumor that a vessel in the foreign fruit trade had picked up the Danmark's crew and landed them in a foreign port. It was found to be groundless.

The Alsatia, of the Anchor line, is now anxiously awaited, as her course would in all probability bring her across the path of the Danmark's boats.

THE MAYOR'S TRANSIT BILL.

It Is Tabled in the Assembly, but Discussed

in the Senate. ISPECIAL TO THE EVENING WORLD, ALBANY, April 17.—As predicted, the Mayor's Rapid Transit bill was bowled over again to-day,

in the Assembly. In the upper body Senator Cantor asked that inasmuch as the bill could not be considered

yesterday, it be taken up to-day. Senator Laughlin objected, saying that the Democrats had wasted time yesterday; that there were fifty bills now on the table, and that the business of the House should not be further neglected. Senator Cantor's motion was defeated by a

Senator Cantor's motion was defeated by a vote of 11 to 15.

Bubsequently, however, it was decided to take up and discuss the bill.

In Assembly Mr. Crosby, the introducer of the bill, with the best intention in the world said that as the bill was in the Senate and would be amended there it would be better to wait until the bill came over from that body.

Mr. Kimball, who has posed as Jay Gould's lieutenant, then moved to lay the bill on the table and, despite the objections of many Democratic members, it was carried.

CHOLERA IN THE PHILIPPINES.

A Terrible Death Rate Reported from the Sconrge.

IMPECIAL TO THE EVENING WORLD. SAN FRANCISCO, April 17,-Advices from the Philippine Islands are to the effect that over a thousand deaths have occurred out of 1,500 cases of cholers and that the disease is still epi-demic there.

A New York Lady Dies on a Boat. INPECIAL TO THE EVENING WORLD. NEWPORT. R. L., April 17. -Mrs. Jane A. Ten the voyage to this city last night. The body will be taken to New York to-night. Mrs. Ten Eyck was quite an aged lady. Her daughter was with her. Eyek died suddenly on the steamer Pilgrim on

The North River Bridge Bill Fails. ALBANY, April 17.—The Greene bill for the New York and New Jersey Bridge over North River failed to pass in the Assembly to-day. It lacked one vote of enough.

Assistant Postmaster Gaylor said to-day that Mr. Pearson was feeling much better this morning. The Postmaster passed a comfortable night and his improvement noticed yesterday

The Pope's Cald Is Worse. The Pope's Code 15 worse.

[SPECIAL CARLE TO THE REMING WORLD.]

ROME. April 17.—Instead of recovering from the illness which attacked him on Monday, the Pope has rather grown worse. His cold is a severe one.

Chicago for Okiahoma, Saturday, 20th inst., on arrival of through trains from the East, reaching Okiahoma poon of the 22d. East, reaching Okiahoma severe one.

201 Instancian.

Streets Goes Merrily On.

ing Ten Poles an Hour.

The Companies Obliged to Turn in as Well to Save Their Wires-

Wires came down with a swish and a rush apon the cobblestones on Broadway this morning faster than the ram-drops. In every direction, as far as the eye could reach, were gangs of men hacking and cutting as if their lives depended upon it. Crowds of curious people watched the men work, and they

There were no police on hand to help the con tractors in their work, and the latter had their hands full in keeping venturesome pedestrians and drivers of vehicles from being crushed

under the falling poles. Contractor Simon Hess, with Inspector Fitz patrick and fifteen men, began work at 6 o'clock this morning. They commenced t the corner of Seventeenth street, and

at the corner of Seventeenth street, and in twenty minutes the twelfth pole, eleven having been chopped yesterday, topuled over with a crash. By 9 o'clock four more poles had succumbed to the gleaming axes, and coils of wire litered the street.

Contractor Busbey was on hand earlier. With Inspectors Both and Reilly and twenty men, he commenced at 5 o'clock at the corner of Nineteenth street. By 10 o'clock eight poles had fallen and work was at once commenced on Twerty-third street, between Fifth and Sixth avenues. It is safe to predict that before nightfall Broadway, from Fourteenth to Twenty-third streets, and the latter street to Sixth avenue, will be completely cleared.

Superintendent of Repairs Sears, of the Brush Electric Light Company, turned up smilingly this morning, accompanied by a couple of trustees and half a dozen men.

He watched Busbey's men chop the wires down for a few minutes and then turned to his men.

"Throw those wires on the trucks," he ordered.

dered.
Supt. Richardson, of the Bureau of Encumbrances was standing near and he gasped when he Leard Sears give the order.
What did you say?" he managed to blurt

he heard Sears give the order.

"What did you say?" he managed to blurt out.

"I told the men to put our wires into the trucks," he replied, cooily, "They belong to us, I believe." he continued.
The Superintendent murmured something about "nerve" and ordered the men to leave the wires alone.

"If you want to save your property," he said, turning to Mr. Sears, "you can go on ahead of us and take down all the wires and poles you like. This stuff belongs to us, and I won't have you interfering with us any longer."

Bears stormed and bluffed, but the Superiptendent called him every time. He told by brashe wouldn't submit to it any longer, intimating that Mr. Sears might find himself in the lock-up. There's nothing slow about the venerable Superintendent, and he means what he says.

Bears then procured an extra force of linemen and at once commenced taking down the wires. Commencing at Twenty-third street his men stripped everything to Twenty-fifth street and through the latter street.

"They will strip everything along the proposed rout of destruction. The United States Company is doing the same. They have already taken down about sixty poles and several miles of wire.

Contractor Busbey would like to have it understood that it is he and Contractor Hess who are conducting the work, and not inspector McGuinness, as erroneously stated in morning papers.

Busbey wants the credit if there is any.

Papers.

Busbey wants the credit if there is any.

At the offices of the different companies thi Husbey wants the credit if there is any.

At the offices of the different companies this morning everybody looked glum. Supt. McGrath. of the Brush, said that he had made commections on the "east and west circuits, and that Fourth, Fifth, Sixth and Second avenue would be lighted to night. Along Broadway it will be dark. The Company has cables in the subway from Fourteenth to Thirty-fourth streets, but are unable to use them on account of connections not being made. This will be done, however, with all possible speed.

At the United States office there was also a blue feeling. They predict that electric lighting has received its death blow.

"It costs \$300 to stretch a mile of wire overhead," they said. "It will now cost \$3,000 to this the Company has to make its own connections from the subways to the houses and a separate one to each building.

"Why not run the wires from cellar to cellar?" was suggested.

"Can't do it. If we touch a wall anywhere, even if it be four feet thick and of stone, the insurance companies will not insure. Electric lights are better than gas in every way, but when people have to pay three or four times as much for them, why, what can you expect?"

Broadway presents a queer appearance in the absence of the maze of wires. Everything looks bare and rather deserted, but decidedly improved.

There will be no stop now, and the route will

improved.

There will be no stop now, and the route will be quickly traversed, for the companies are helping amazingly by taking down their own wires and poles.

NO ESCAPE FOR ERHARDT.

Office-Seekers Swarm at His Doors at All Hours of the Day.

(SPECIAL TO THE EVENING WORLD.)
WASHINGTON, April 17.—Joel B. Erhardt cannot escape the office-seekers by staying here. They crawl in on him at all hours of the day and camp all night on his front stoop. "And a good many of them," said he. "have

to sleep on my neighbor's front stoop, which I to sleep on my neighbor's front stoop, which I like better."

When complimented upon his courteous treatment of the retiring Collector, Mr. Erhardt said: "There's no necessity for rushing into an office, slapping your trunk down on the floor, and throwing the other man's trunk out of the window.

"He ought to have time to close up his business decently and go out like a gentleman, and then I can go in like a gentleman."

IMPECIAL TO THE EVENING WORLD. BEACH HAVEN, N. J., April 17 .- The large steamer which was discovered in an apparently disabled condition about five miles off shore, was boarded by the Reading Railroad steamer, after which she turned and went south under

Minneapolis Street Cars Moving.

IMPRICIAL TO THE EVENING WORLD, I MINNEAPOLIS, Minn., Auril 17.—Cars were started on several street railway lines early this morning. Crowds followed the cars and hooted at the drivers and the police escort, but no serious disturbance occurred.

One of the Endicotts Dead.

George Endicott, son of the late George Endiott and a member of the celebrated Massachusetts family to which Cleveland's Secretary of War belongs, died last night at 107 Fifth ave-

Oklahema.

Patrick McAtamney Gives Un His Own Life for Another's.

sylvania Railway Switchman.

The Boy Who Was Saved Was Ignorant of His Savior's Death,

By an act of supreme heroism Patrick Mo-Atamney saved the life of a boy in Jersey City this morning and sacrificed his own life. Patrick McAtamney was a switchman, with grimy face and in old work clothes, working for his daily bread in the Pennsylvania Railroad

yard in Jersey City. He had worked for the same Company twentyone years.

He left his wife and seven children early this morning, took his dinner pail in hand and went to the switch-yard to perform his customary duties. About 10 o'clock an engine, pushing a heavy

freight car, came out of the station.

Patrick turned the switch, sterped back and The car and the engine came rapidly towards the switch.

Just across the track, opposite the little house, a poor boy, about eight or nine years old, was picking up cinders and putting them into an old backet.

picking up cinders and putting them into an old basket.

His face was turned away from the train.
He stepped back on the rail just as the car and engine came near the place.
He was not more than two feet from the train.
Death seemed certain.
In a moment, apparently, the child must be ground under the wheels.
The old switchman saw it all at a glance.
He thought for an instant of his seven little children at home, but as instantly he formed his resolution.
He sprang on the track right in front of the car, which almost touched him, flung out his arms, reached the boy's shoulders and pushed him from the track.
The next instant the car struck the heroic lifesayer.

He was flung days days grayed under the wheels.

The Boat's Destruction in Midstream

The next instant the one as the asset.

He was flung down, dragged under the wheels, ground and crushed to death.

His limbs were torn to shreds, his head severed from his body.

The engineer and the fireman did not know what had happened, and their car and engine went on down the track.

The boy went home, ignorant that the switchman to whom he owed his life had been killed.

On the track, mangled, torn almost to shreds, lay the heroic dead.

lay the heroic dead.

A few switchmen from a station near by came over and found him lying there.

The widew and the orbhan children live in 339 Newark avenue, Jersey City. SUICIDE OF A HOTEL GUEST WILLIAM GOULD SHOOTS HIMSELF IN THE

ASHLAND HOUSE. H. H. Brockway, proprietor of the Ashland House, was sitting in the corridor of the hotel at 8 o'clock this morning when Wm. Gould, who has been a guest of the house for the last four years, entered the hotel carrying a small box in

Gould nodded good morning to Mr. Brockway and went directly to his room. An hour later the chambermaid, not knowing that Gould had returned, opened his door with her passkey, and was startled to find him lying on the bed, blood trickling from a wound in his right temple and a revolver clutched in

his hand.

Her screams brought the proprietor to the room, whose a last examination showed him that Gould was dead.

Word was at once sent to the nearest police station and the Coroner was notified.

Gould was formerly a cigar-maker in this city, and having amassed a little money, engaged in speculations. speculations.

Mr. Brockway was in the habit of cashing oupons for him, but had not been called upon of late to do so.

He once inquired the reason from Mr. Gould, and was told rather sadly that he had none to

and was told rather sadly that he had none to cash.

He has been noticeably despondent for the past few days, and it is supposed that he had met with heavy financial losses, which prompted him to commit suicide.

He is known to have friends and relatives in this city, and Mr. Brockway has sent out meagers in search of them.

Gould was a member of the Consolidated Exchange and had been an active oil speculator.

A torn letter was found, addressed to Egan Lennox & Co., of 280 Broadway, stating that a draft for \$16 was inclosed, being the amount of his weekly deposit. his weekly deposit.

Deputy Coroner Jenkins granted permission to remove the body to an undertaker's, at 355 Fourth avenue,

Mr. Gould is sixty years old and is supposed to

SWIFT TO HANG TO-MORROW.

THE PROBABLE END OF A LONG CONTEST OVER A MURDERER'S LIFE.

SPECIAL TO THE EVENING WORLD. HARTFORD. April 17,-The probability is that ohn H. Swift, in whose case most extraordinary efforts in court and Legislature have been made to avert the death penalty, will be hanged at the iail in this city to-morrow.

The proceedings in his behalf, including the The proceedings in his behalf, including the special act commuting his sentence, which was vetoed by the Governor, and the determined pleadings of the condemised man's sister have made the case one of extended interest.

Senator Hall yesterday made an attempt to rush a bill through creating a floard of Pardons, where nersons under sentence of death could have their cases referred.

It is thought by many that he had Swift's case in view when advocating this bill, and he met with spirited opposition.

NORWAY SEALS FOR BARNUM.

They Replace Those on Which the Polar Bear Dined.

The seals recently ordered by cable by Barnum & Bailey from Norway, to replace those devoured by the large white polar bear, have just arrived, and have been put in the cage with the remaining ones of the original troupe.

ing ones of the original troupe.

They have been placed in the hands of Mr. George Conklin, the superintendent of the animal department, who expects to have them sufficiently instructed for public exhibition in Brooklyn. Yesterday the children of the Protestant Episcopal Orphan Asylum on Riverside avenue visited the circus in a body in charge of the attendants.

This is the last week of the great show, and is the best time to see it, as many novelties are introduced at each performance.

The contract between Barnum and Forepaugh by which the two great showmen agree not to exhibit in the same territory continues during this season and next. By its terms Forepaugh has the exclusive right to exhibit in Philadelphia, and Barnum the same right in regard to New York and Brooklyn. All other territory is equally divided, the two shows alternating yearly in playing the two sections.

A RIVER BLAZE Ferry-Boat New Brunswick

Caught Fire at the Pennsylvania Dock in Jersey City.

Burned to the Water's Edge.

Run for Their Lives.

Four Teams of Horses Meet a Terrible Death on Board.

Watched by Thousands.

Fears That One Man Perished in

the Flames. sylvania Railroad Company's Desbroases street line, caught fire at 12.20 this afternoon while in the slip atothe foot of Main street, Jersey City, and in less than half an hour was totally

The flames were first seen breaking through The flames were first seen breaking through
the floor and partitions of the engine-room.
Engineer George Ackley reversed his engine
and rushed on deck and shouted to the men on
the bridge.

"We are all on fire; send out an alarm."
There were one hundred passengers on the
boat, including many ladies, when the fire made
its presence known, and the boat was some six
feet away from the bridge.

A panic ensued.

Women screamed and men struggled franti-

feet away from the bridge.

A panic ensued.

A panic ensued.

A panic ensued.

Women screamed and men struggled frantically with each other to get to the inner end of the boat.

Other passengers had boarded her and others were flocking across the gang-plank. They turned back and had to run for-their lives.

The boat was backed up and all the passengers got off safely.

A dozen tugboats steamed rapidly to the burning steamer immediately after the flames began to spread, and poured as many puny streams of water into the fire, but they were of no avail.

began to spread, and poured as many puny streams of water into the fire, but they were of ne avail.

Steam as angines of the Jersey City Department and the fire boats of this city also poured volumes of water into the burning vessel, but the fiames spread so rapidly that they soon enveloped the entire boat and presented a grand sight as viewed from the New York side.

In fifteen minutes after the fire broke out the turning boat and the turgs towed her out of the slip and into the middle of the river.

Still the flames seethed and roared and the upper works of the boat soon presented a flery skeleton, and windows of fiame seemed to take the place of those of glass.

Dense clouds of white smoke rolled upward and curied about the ill-fated steamer as she was being towed out into the river. Ferry steamers and other oraft bound to the Jersey shore were checked and laid to in midstream to avoid the danger of contact with the rapidly burning boat.

Nine vehicles with their teams of horses were on board. Five of them were saved by gigantic efforts, but the remaining four were burned up. The frantic animals rushed hither and thisher in their death agony, and the scene was a harrowing one.

One of the lost teams is said to have belonged to Fox & Kelly, of Broadway and Ninth street.

The cause of the fire is not known. It is thought to have been caused by an explosion of an oli-can.

George Ackley is the engineer. He was in the boiler-room at the time. His face is badly scorched.

John Douglass, the fireman, was also in the engine-room at the time but escaped.

The driver of one of the burned trucks who came from Newark cannot be found.

His two horses were burned, and it is feared he met the same fate.

The ferry steamer New Jersey had but just left the slip adjoining the New Brunswick, bound for Cortlandt street, on this side, and had a rather narrow each.

the slip adjoining the New prinswicz, round for Cortlandt street, on this side, and had a rather narrow escape.

During the progress of the fire the piers on this side of the river were crowded with people, who gazed excitedly on the burning steamer and witnessed with intense interest the manœuvering of the tigs in towing the ferry-boat out of the slip.

Passengers bound for the Pennsylvania Railroad trains at the Cortlandt street ferry were considerably excited, and many women preferred to wait a while rather than risk a trip to the scene of the fire. But their fears were soon quieted when the New Brunswick was gotten out of the slip, and the ferry-boats soon continued their trips as usual, a delay of twenty minutes only having been experienced.

The New Brunswick was burned to the water's edge, and only the blackened and charred hull, with a mass of bent and twisted fron rods and machinery, was visible above the wreck.

The New Brunswick was built in 1866 and rebuilt in 1882. She was virtually only six years old, having been entirely remade in the latter year.

She was piloted by Capi, Uriah Day. She cost



Average for past twenty-four hours, 51 7-1: fog Average for corresponding time last year.

THE WEELLY WOALD publishes this mornithe "Book of Enous," one of the lest books the Rible. Every one will read it with interestingle copies, four cents. Twenty-live on for three months.